2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

63

New Kent County

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

					140			nice Area			V		Dir			
Route	Lengt	h AADT	QA	4Tire	Bus			uck 1Trail		QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
ew Kent County				From:		King Will	iam Coun	ty I ina	Ī							
30	4.65	12000	G	87%	1%	3%	1%	8%	0%	F	0.08	F	0.623	12000	G	2003
30)				To: From:		R 33 & 249										
30	3.43	3400	G	86%	1%	2%	3%	8%	0%	С	0.097	F	0.677	3400	G	2003
30)				To:		SP 273	Barhams	villa	L							
30	0.78	6500	G	From: 86%	1%	2%	3%	8%	0%	F	0.088	F	0.672	6500	G	2003
30)				To:		James C	ity County	Line								
				From:		Henric	o County I	Line								
33) (60)	0.91	9300	G	93%	0%	1%	2%	3%	0%	F	0.088	F	0.6	9300	G	200
				From:		US 60 E	Bottoms B	ridge								
33	0.22	12000	G	92%	1%	3%	1%	3%	0%	F	0.097	F	0.578	12000	G	200
				To: From:		CD	I-64 33, SR 249	n								
33) (64)	5.32				S				ffic volur	me est	imates fo	r this	segment.			
3) (04)	Combined Traffic		G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.541	39000	G	
				To:			SR 106									
	2.47			From:		RT 60 BO			fic volum	ma aat	imataa fa	r thio	aaamant			
33 64	3.47 Combined Traffic		G	95%	0%	ee 1-64 t 1%	or direct	ionai trai 3%	mc volur 0%	ne est F	0.080		segment. 0.532	39000	C	
	Combined Traini	j. 42000	G	95%	0%			3%	U%	Г	0.060	Г	0.532	39000	G	
	5.69			From:	0		SR 155	ional tra	fio volur	ma aat	imataa fa	r thio	segment.			
3 64	Combined Traffic		G	95%	0%	1%	1%	.ionai trai 3%	0%	F	0.078	r uns F	0.544	38000	G	
	Combined main	J. 41000	G	70 To	0 70		SR 33	3 /0	0 /0	•	0.076		0.544	30000	G	
				From:		I-6	4 East Int									
13)	2.98	8400	G	86%	1%	1%	1%	11%	0%	С	0.090	F	0.611	8400	G	200
				To: From:		249 & 30 49-30 AN		w Church V CHURC	Н							
33) (30)	4.65	12000	G	87%	1%	3%	1%	8%	0%	F	0.08	F	0.623	12000	G	200
				To:		King Will	iam Coun	ty Line								
~~				From:		Henric	o County I	Line								
50	0.91	9300	G	93%	0%	1%	2%	3%	0%	F	0.088	F	0.6	9300	G	200
				From:		SR 33 E	Bottoms B	ridge								
30)	4.03	11000	G	96%	0%	1%	1%	2%	0%	F	0.093	F	0.651	11000	G	200
				To- From:			SR 106									
30)	2.62	5800	G	96%	0%	1%	1%	2%	0%	F	0.09	F	0.712	5800	G	2003
~				To: From:			63-615									
30 }	2.88	5800	F	96%	0%	1%	1%	2%	0%	С	0.099	F	0.802	5900	F	2003
<u>~</u>				From:		SR 155 P	rovidence	Forge								
Pocahontas	Γrail 8.58	4100	G	96 <u>%</u>	0%	1%	1%	2%	0%	F	0.095	F	0.649	4200	G	200
~				To:			ity County									
ast 64	4.00			From:	201		o County I									
64)	1.30		G	94%	0%	1%	1%	3%	0%	F	0.1	F		27000	G	200
	Combined Traffic	c: 59000	G	95%	0%	1%	1%	3%	0%	F	NA			60000	G	
ast				To: From:		SR	33, SR 24	9	}							
ast 64	5.32	20000	G	94%	0%	1%	1%	3%	0%	F	0.092	F		19000	G	200
	Combined Traffic	c: 41000	G	95%	0%	1%	1%	3%	0%	F	0.081	F	0.541	39000	G	
aet				To: From:			SR 106									
ast	3.47	20000	G	94%	0%	1%	1%	3%	0%	F	0.09	F		19000	G	200
34)	Combined Traffic		G	95%	0%	1%	1%	3%	0%	F	0.080	F	0.532	39000	G	
54)	CONTIDING HAIN		-	/ 0	- / •	. , •	. , •	•	•	•		-	-	• •	-	
64)	Combined Traini			To			SR 155		L							
				From:	a		SR 155	0.51		_						
64) 64)	5.69 Combined Traffic		G G	94% 95%	0% 0%	1% 1%	SR 155 1% 1%	3% 3%	0% 0%	F F	0.091 0.078	F F	0.544	19000 38000	G G	2003

					ive	w Kent IV	/laintenar	ice Area	1							
Route	Length	AADT	QA	4Tire	Bus		Tru 3+Axle			QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
New Kent County				From:			CD 22									
East	4.29	21000	G	94%	0%	1%	SR 33 1%	3%	0%	F	0.076	F		23000	G	2003
64	Combined Traffic:	44000	G	9 4 %	0%	1%	1%			F	NA	'		47000	G	2003
	Combined Trainic.	44000	G	93 76 To:	070		ity County	3% Line	0%	г	INA			47000	G	
M = = 4				From:			o County L		1							
Vest	1.36	30000	G	95%	0%	1%	1%	3%	0%	F	NA			33000	G	2003
64	Combined Traffic:	59000	G	95%	0%	1%	1%	3%	0%	F	NA			60000	G	2000
	Combined Trainc.	33000	G	3370	0 70			370	070	'	INA			00000	U	
Vest				From:		SR 3	33, SR 249									
64)	5.79	21000	G	95%	0%	1%	1%	3%	0%	F	0.087	F		20000	G	2003
	Combined Traffic:	41000	G	95%	0%	1%	1%	3%	0%	F	NA			39000	G	
				To: From:			SR 106		1							
Vest	3.44	21000	G	95%	0%	1%	1%	3%	0%	F	0.085	F		20000	G	2003
64												Г				2003
	Combined Traffic:	42000	G	95%	0%	1%	1%	3%	0%	F	NA			39000	G	
Vest				From:			SR 155									
64)	5.52	21000	G	95%	0%	1%	1%	3%	0%	F	0.088	F		20000	G	2003
	Combined Traffic:	41000	G	95%	0%	1%	1%	3%	0%	F	NA			38000	G	
				To-			R 33 Par									
Vest				From:												
64)	0.37	21000	N	95%	0%	1%	1%	3%	0%	N	0.088	N		20000	N	2003
	Combined Traffic:	41000	N	95%	0%	1%	1%	3%	0%	N	NA			38000	N	
Vest				To: From:			SR 33									
64)	3.69	22000	G	95%	0%	1%	1%	3%	0%	F	0.077	F		24000	G	2003
04)	Combined Traffic:	44000	G	95%	0%	1%	1%	3%	0%	F	NA	•		47000	G	
	Combined Traine.	4-1000	Ŭ	To:	070		ity County		070	•	147 (47000	Ü	
				From:		Charles C	City County	Line	Ī							
106 Roxbury Rd	0.43	2600	N	75%	1%	1%	4%	19%	0%	Ν	0.084	Ν	0.514	2600	N	2003
100)				To:		New Ke	nt County l									
				From:		Charles C	City County	Line								
106 <i>)</i>	0.91	5800	G	81%	1%	3%	9%	6%	0%	С	0.083	F	0.502	5900	G	2003
				To: From:			US 60									
106)	3.04	2200	G	80%	1%	2%	2%	15%	0%	С	0.086	F	0.514	2200	G	2003
				To			I-64									
106)	1.68	1700	G	95%	1%	1%	1%	1%	0%	С	0.109	F	0.634	1700	G	2003
100)				To:			SR 249									
				From:		Charles C	City County	Line	1							
155)	4.92	2400	G	94%	0%	1%	2%	3%	0%	F	0.09	F	0.607	2400	G	2003
100)				To:			1.64									
455	2.19	2000	G	From: 95%	1%	1%	I-64 1%	2%	0%	С	0.117	F	0.747	2000	G	2003
155)	2.19	2000	G	93 /6 To:	1 /0		SR 249	2 /0	0 /6	C	0.117	'	0.747	2000	G	2003
				From:				D.:: J								
0.40	4.31	5500	G	96%	1%	1-64 East o	f Bottoms	1%	0%	С	0.105	F	0.707	5600	G	2003
249	4.51	3300	•	30 /0	1 /0				070	C	0.103	'	0.707	3000	J	2003
				From:	10/		12 Quinton									
249)	2.30	2700	G	96%	1%	1%	1%	1%	0%	F	0.093	F	0.516	2700	G	2003
				From:		SR 100	6 Talleysvi		}							
249	3.78	2400	G	94%	3%	1%	0%	1%	0%	С	0.106	F	0.594	2400	G	2003
				To: From:		SR 155	Carys Cor	ner								
249)	5.04	2400	G	94%	3%	1%	0%	1%	0%	F	0.129	F	0.802	2400	G	2003
249	0.01		-	Total	- / •			. , •	- / •	-	-	-			-	_000
	2.00	1500		From:	20/		63-626	10/	00/		0.407		0.660	1500		2002
249	3.00	1500	G	94%	3%	1%	0%	1%	0%	F	0.107	F	0.669	1500	G	2003
					SR		Angel Viev	unuren								
				From:			SR 30			_					_	
	E 00	0000														
273	5.33	3800	G	98% To-	0%	1%	0% SR 33	0%	0%	С	0.121	F	0.784	3800	G	2003

Route	Length	AADT	QA	4Tire		2Axle 3-	Tru	ck		\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
New Kent County									ZITAII	-	Factor		Factor			
(600)	1.40	390	R	From:		James City C	County I	ine			NA			NA		05/06/2002
				To: From:		63-6	501		1							
600	3.35	170	R								NA			NA		05/06/2002
	0.45	400	_	From:		63-6	573				NIA			NIA		05/00/0000
600	0.45	480	R	To:		SR 2	273				NA			NA		05/06/2002
				From:		James City C		ine								
(601)	2.58	210	R	To:						1	NA			NA		05/06/2002
				From:		63-6										
602)	0.25	49	R			SR 1	. 33				NA			NA		1999
<u> </u>				To: From:		0.25 ME	SR 155		1							
(602)	0.25	60	R	riom.							NA			NA		06/27/2002
				To: From:		63-629										
(602)	0.06	240	R			03-02)	L/101			ļ	NA			NA		06/27/2002
				To:		US	60									
\bigcirc	4.04	400		From:		James City C	County I	ine			NIA			NIA		05/00/0000
603	4.24	180	R	To:		63-6	27		1		NA			NA		05/20/2002
				From:		SR 1										
604)	0.50	320	R							!	NA			NA		06/03/2002
				To: From:		63-6	17									
604)	1.70	190	R	т		an a			1	Ì	NA			NA		06/03/2002
				From:		SR 2										
(605)	0.59	2000	R	rioin.		Dead	Ena				NA			NA		06/03/2002
000				To		63-9289	WEST									
(605)	0.06	2000	R	From:						l	NA			NA		06/03/2002
<u> </u>				To: From:		63-9289	EAST									
(605)	0.23	2000	R								NA			NA		06/03/2002
	0.04			To: From:		63-9	288									00/00/0000
605)	0.01	2000	R	_						i.	NA			NA		06/03/2002
(605)	0.11	2000	R	From:		0.01 MS	63-9288				NA			NA		06/03/2002
(603)	0.11			To		0.12 MS	63 0288									00/00/2002
605)	0.03	2000	R	From:		0.12 MIS	03-9200				NA			NA		06/03/2002
				To:		0.15 MS	63-9288	;								
605	0.08	2000	R	From:						!	NA			NA		06/03/2002
				To: From:		0.23 MS	63-9288	1								
(605)	0.05	2000	R	To:		GD G	140			Ī	NA			NA		06/03/2002
				From:		SR 2										
606)	2.66	300	G	95%	1%		2%	0%	0%	F	0.121	F	0.731	300	G	2003
				To		63-6										
(606)	0.64	880	G	95%	1%		2%	0%	0%	С	0.092	F	0.725	880	G	2003
				To: From:		63-6	508									
606	4.10	410	G	95%	1%		2%	0%	0%	F	0.116	F	0.556	410	G	2003
				To: From:		Hanover Co		ne								
(607)	1.10	140	R	rioin:		63-6	19				NA			NA		05/08/2002
007				To:		63-6	06				, .					30.00.2002
·																

					140	w Keni ivianilenan	00 / 11 00	4							
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			\cap	K Factor	QK	Dir Factor	AAWDT	QW	Year
New Kent County				From:		63-606		1							
(607)	0.75	140	R	<u> </u>		03-000				NA			NA		05/08/200
				To-		Dead End									
				From:		SR 155; SR 249)								
608	3.78	450	R							NA			NA		06/03/200
	4.40	400	_	From:		63-614		-		110					00/00/000
608	1.10	190	R							NA			NA		06/03/200
	4.00	222	_	From:		63-609		-		NIA			NIA		00/02/200
608)	1.00	220	R							NA			NA		06/03/200
600	0.75	170	R	From:		1.00 MW 63-609)			NA			NA		06/03/200
608)	0.73	170	K							INA			INA		00/03/200/
(000)	0.61	220	R	From:		1.75 MW 63-609)			NA			NA		06/03/200
608	0.01	220	1	То:		63-606				14/-			IVA		00/03/200
				From:		SR 106; SR 249)								
609	1.39	1100	G	97%	0%	1% 0%	1%	0%	С	0.106	F	0.809	1100	G	2003
				To		63-606									
609	2.57	840	R	From:				<u>.</u>		NA			NA		06/03/2002
				То:		63-608									
\bigcirc				From:		SR 106									
(610)	3.01	260	R	To:		(2.(12				NA			NA		06/12/2002
				From:		63-612		1							
	3.17	510	R	From:		63-613 NORTH				NA			NA		05/08/2002
611)	3.17	310	1	т						14/-			IVA		03/00/2002
(44)	2.10	3200	R	From:		63-638				NA			NA		06/27/2002
611)	2.10	0200		To:		SR 249				147 (1471		00/2//200/
				From:		63-640; 63-665									
612	1.08	820	R					•		NA			NA		07/18/200
				To: From:		63-676									
612	2.09	1600	R							NA			NA		07/18/2002
				To: From:		SR 249									
612	1.00	2200	R							NA			NA		06/12/2002
				From:		63-680 SOUTH		-							
(612)	2.35	840	R	_						NA			NA		06/12/2002
				To:		63-606									
	1.20	880	G	From: 97%	1%	Hanover County L 1% 1%	ine 1%	0%	С	0.115	F	0.706	880	G	2003
613	1.20	000	G	91 70	1 70		1 70	U70	C	0.115	г	0.786	000	G	2003
	0.95	730	G	From: 97%	1%	63-611 WEST 1% 1%	1%	0%	F	0.107	F	0.51	730	G	2003
(613)	0.93	750	G	31 70 T	1 70		1 /0	0 70	'	0.107	'	0.51	730	O	2003
(613) (613) (613)	1.53	1100	G	97%	1%	63-675 1% 1%	1%	0%	F	0.127	F	0.585	1100	G	2003
(613)	1.55	1100	J		1 70		170	070	•	0.127	•	0.505	1100	J	2000
(42)	0.08	2400	G	From: 97%	1%	63-611 EAST 1% 1%	1%	0%	F	0.104	F	0.592	2400	G	2003
(613)	0.00	2-00	Ŭ	To:	170	SR 249	170	070	•	0.104	•	0.002	2400	Ü	2000
				From:		63-608									
614)	1.40	48	R	_						NA			NA		06/03/2002
				To:		Dead End									
				From:		Dead End									
(615)	0.20	150	R							NA			NA		06/12/2002
<u> </u>				To: From:		0.20 MN Dead E	nd								
(615) (615)	0.20	150	R	_T		110 (0.7.15				NA			NA		06/12/2002
				To-		US 60 EAST									

					New Kent Mantenan	CE AICA						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle		C)C:	QK	Dir Factor	AAWDT	QW	Year
New Kent County				From:	US 60 WEST							
615)	2.04	450	R	<u> </u>	03 00 WES1		NA			NA		06/12/200
				To-	SR 106							
\bigcirc	0.70	400	_	From:	63-611		NIA			NIA		00/07/000
616	0.70	160	R	To:	Hanover County Li	ine	NA			NA		06/27/200
				From:	63-618							
(617)	0.89	20	R				NA			NA		06/03/200
				From:	0.89 ME 63-618							
617	1.37	20	R				NA			NA		06/03/2002
	2.22			From:	63-604							00/00/000
617)	0.60	10	R	To:	SR 155		NA			NA		06/03/200
				From:	Charles City County	Lina						
(618)	0.74	1200	G	98%	0% 1% 0%	1% 0%	C 0.118	F	0.647	1200	G	2003
0.0				To:	US 60 W; Gap Term	ninus						
(10)	0.05	590	R	From:	63-629 Gap Termin	ıus	NA			NA		06/27/2002
618)	0.00	330		To:	LIC CO F A CT		l NA			IVA		00/2//200/
618	4.45	600	R	From:	US 60 EAST		NA			NA		06/03/2002
618)				To:	63-677							
618)	2.10	170	R	From:	03-077		NA			NA		06/27/2002
0.0				To:	SR 249							
				From:	Hanover County Li	ine						
619	3.11	690	R				NA			NA		07/17/200
				To	63-606							
	0.85	120	R	From:	63-603; 63-671		NA			NA		05/06/200
620	0.65	120	K				INA			INA		05/06/2002
600	1.09	60	R	From:	63-672	!	NA			NA		05/06/2002
620	1.09	00	IX.	т.,	1.00 3.01.62.630		INA			INA		03/00/2002
(620)	0.16	20	R	From:	1.09 MN 63-672		NA			NA		05/06/2002
020	00		•••	To	1.25 MN 63-672	,	. .					00/00/200
(620)	1.00	70	R	From:	1.23 WIN 03-072	·	NA			NA		05/06/200
020				To:	63-632							
				From:	James City County I	Line						
(621)	1.20	270	R				NA			NA		05/06/2002
				To:	63-632							
600	0.10	420	R	From:	US 60		NA			NA		05/20/2002
622	0.10	420	IX	To:	James City County I	Line	INA			INA		03/20/200/
				From:	SR 249 WEST							
623	6.70	160	R	<u> </u>			NA			NA		06/03/200
				To: From:	SR 249 EAST							
623	0.70	40	R	_			NA			NA		05/20/2002
				To:	SR 249 MID IN	ſ						
_	1 15	40	В	From:	63-623		KI A			NA		06/02/2004
624)	1.15	40	R	To:	Dead End		NA			NA		06/03/2002
				From:	63-623							
625)	1.30	30	R	<u> </u>	03 023		NA			NA		06/03/2002
				To:	Dead End							
				From:	SR 249 EAST							
626	1.00	130	R	т	OD A40 WERGE		NA			NA		05/20/2002
				ıo.	SR 249 WEST							

					ive	w Kent Maintenance Area	1						
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC K	QK	Dir Factor	AAWDT	QW	Year
New Kent County				From:		63-1001 SOUTH	i						
627	1.04	570	R			63-1001 SOUTH		NA			NA		05/20/2002
				To:		63-1001 NORTH							
627	1.73	1400	R					NA			NA		05/20/2002
				From:		63-1010							
627)	1.12	1800	R					NA			NA		05/20/2002
	3.80	870	R	From:		US 60		NA			NA		05/20/2002
627)	3.00	070	K	To:		(2 (02		INA			INA		03/20/2002
627)	2.75	480	R	From:		63-603		NA			NA		05/20/2002
(521)				To:		SR 249							
\sim				From:		US 60							
628	0.65	310	R					NA			NA		06/27/2002
	0.24	420		From:		63-1102		NIA			NIA		00/07/0000
628)	0.34	130	R					NA			NA		06/27/2002
(20)	3.96	170	R	From:		0.34 MN 63-1102		NA			NA		1999
628	3.30	170		To:		4.30 MN 63-1102		14/4			14/4		1000
628)	1.83	50	R	From:		4.30 MIN 03-1102		NA			NA		06/27/2002
				To:		FR-119; 63-627							
\bigcirc			_	From:		US 60 WEST							
629	0.16	600	R					NA			NA		06/27/2002
	0.40	4000	_	From:		63-618		NIA			NIA		00/07/0000
629	0.19	1200	R	To:		SR 155 WEST		NA			NA		06/27/2002
\bigcirc			_	From:		SR 155 EAST							
629	0.58	380	R					NA			NA		06/27/2002
	2.05	400	_	From:		63-602 WEST		NIA			NIA		00/07/0000
629	2.85	120	R	To:		US 60 EAST		NA			NA		06/27/2002
				From:		63-610	i						
(630)	1.00	150	R					NA			NA		06/12/2002
				To:		SR 249							
(CO)	2.69	80	R	From:		SR 106		NA			NA		06/12/2002
(631)	2.00	00		To:		63-615		IVA			IVA		00/12/2002
				From:		63-627							
632	1.37	390	R					NA			NA		06/03/2002
			_	From:		1.37 ME 63-627							
632	0.13	800	R					NA			NA		06/03/2002
	2.10	50		From:		SR 33		NΙΔ			NΙΔ		06/03/3003
632	2.10	50	R	_				NA			NA		06/03/2002
(22)	0.90	90	R	From:		63-634		NA			NA		06/03/2002
632	0.00			To:		63-620		107					00/00/2002
632	1.40	140	R	From:		03-020		NA			NA		06/03/2002
				To: From:		63-621							
632	1.00	520	R	rioin:				NA			NA		06/03/2002
				To: From:		63-633							
632	0.04	1000	R					NA			NA		06/03/2002
				To:		SR 30							
633	0.60	280	R	From:		63-632		NA			NA		06/03/2002
033)				To:		SR 273 WEST							
													

					14CW 14CH Maintenance 74Ca			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail		\(\Lambda \Lambda \Lam	/ Year
New Kent County				From:				
(633)	1.10	45	R	r tom.	SR 273 EAST	NA	NA	06/03/2002
				To	SR 30 NORTH			
				From:	63-601			
634)	0.70	80	R	To:	Dead Fords Con Terraines	NA	NA	05/06/2002
				From:	Dead End; Gap Terminus SR 273; Gap Terminus			
634)	1.40	90	R		_	NA	NA	05/06/2002
				To: From:	63-639			
634)	3.20	100	R	To:	63-632	NA	NA	05/06/2002
				From:				
635)	0.60	120	R	110111.	63-601	NA	NA	05/06/2002
033				To:	63-600			
_				From:	SR 273			
636	0.06	860	R			NA	NA	05/06/2002
				To: From:	63-646			
636	0.50	360	R			NA	NA	05/06/2002
	2.24	400	_	From:	63-661			05/00/0000
636	0.24	160	R	To:	Dead End	NA	NA	05/06/2002
				From:	SR 249			
(637)	1.50	1200	R		SKED	NA	NA	06/03/2002
				To:	Dead End			
\bigcirc				From:	63-611			
638	2.60	840	R			NA	NA	05/08/2002
	4.70	040		To: From:	63-656	NIA	- NA	05/00/0000
638)	1.70	340	R	To:	Hanover County Line	NA	NA	05/08/2002
				From:	SR 30			
639	0.80	140	R		51130	NA	NA	05/06/2002
				To:	63-634			
\bigcirc	4.00	1000		From:	US 60	N/A		00/40/0000
640	1.20	1900	R			NA	NA	06/12/2002
	2.67	640	R	From:	63-612; 63-665	NA	NA	06/12/2002
(640)	2.67	040	K	To:	SR 249 WEST	IVA	INA	00/12/2002
\bigcirc				From:	SR 249 EAST			
640	1.36	240	R	To:	63-611 North	NA	NA	06/12/2002
				From:	Dead End			
641)	0.04	30	R		Dead End	NA	NA	05/06/2002
				To	63-659			
$\overline{}$				From:	63-609			
642)	0.64	250	R			NA	NA	06/03/2002
	1.04	420	- г	From:	0.64 ME 63-609	NA	N/A	1000
642)	1.01	130	R	To	Dead End	NA	NA	1999
				From:	SR 106			
643)	0.50	150	R			NA	NA	06/12/2002
				To:	Dead End			
	4.00	000		From:	Dead End	, , , , , , , , , , , , , , , , , , ,		05/00/0000
644)	1.30	220	R	To:	63-619	NA	NA	05/08/2002
					05-017			

					New Kent Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir QC Factor Factor	r AAWDT QW	Year
New Kent County				From:	SR 249			
645)	0.80	450	R		SR 247	NA	NA	05/13/2002
				To:	Dead End			
646	0.73	120	R	From:	63-636	NA	NA	05/06/2002
646)	0.70	.20		To:	Dead End	14.		00/00/2001
				From:	US 60 WEST			
647)	1.92	220	R			NA	NA	05/20/2002
	0.51	120	R	From:	63-1104	NA	NA	05/20/2002
647)	0.51	120	- 1	To:	US 60 EAST	IN/A	INA	03/20/2002
647)	0.80	50	R	From:	US 00 EAST	NA	NA	05/20/2002
				To:	63-649			
\bigcirc			_	From:	SR 249 EAST			
648)	0.14	370	R	To:	SR 249 WEST	NA I	NA	06/03/2002
				From:	US 60 WEST			
649	2.50	860	R	<u></u>	00 00 HEB1	NA	NA	05/20/2002
				To: From:	63-627			
649	0.55	250	R			NA	NA	05/20/2002
				To: From:	US 60 EAST			
(FD)	0.63	240	R	From:	Dead End	NA	NA	05/20/2002
650	0.00			To:	US 60	141		00/20/200
				From:	SR 249			
(651)	0.80	100	R	To:	D 15 1	NA I	NA	05/20/2002
				T	Dead End			
652	0.18	40	R		US 60 WEST	NA NA	NA	06/27/2002
052				To:	US 60 EAST			
				From:	Dead End			
653	0.30	80	R	To:	63-619	NA I	NA	05/08/2002
				From:	Dead End			
(654)	0.16	230	R		Deat End	NA	NA	05/06/2002
				To:	SR 33			
\bigcirc	0.00	440		From:	63-636	N1A		05/00/000
655	0.22	110	R	To:	Dead End	NA I	NA	05/06/2002
				From:	Dead End			
656	1.25	190	R			NA	NA	05/08/2002
				To:	63-638			
\bigcirc	0.05	50		From:	US 60	NIA	NIA	00/47/0000
657)	0.25	50	R	To:	Dead End	NA I	NA	06/17/2002
				From:	Dead End			
658)	0.50	120	R			NA	NA	05/08/2002
				To:	63-611			
(650)	0.25	80	R	From:	SR 273	NA	NA	05/06/2002
659	0.20			To:	SR 30	ING	11/7	
				From:	63-655			
660	0.27	90	R			NA	NA	05/06/2002
		_		To: From:	63-667			
660)	0.13	8	R	To:	Dead End	NA I	NA	05/06/2002
				[Dead End			

					New Kent Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	K il Factor	QK Dir AAW Factor	/DT QW Year
New Kent County				From:		1		
661	0.10	20	R		Dead End	J NA	N	A 05/06/2002
				To:	63-636	1		
661)	0.08	110	R	Pioni.		NA	N/	A 05/06/2002
				To:	63-660			
(000)	0.60	190	R	From:	Dead End	_ NA	N	A 06/12/200
662	0.00	100		To	SR 106]	147	00/12/200
_				From:	US 60	j		
663	0.01	320	R			NA NA	N/	4 05/20/200
				To: From:	63-622	1		
664	0.10	40	R	From:	Dead End	NA NA	N	A 05/06/200
004)	0.10			To:	SR 30]		
				From:	63-612; 63-640			
665	2.60	1200	R			NA	N/	4 06/12/200
				From:	SR 249]		
665	0.30	320	R	To:	63-611	NA T	N/	A 06/27/200
				From:	Dead End	1		
666	0.30	40	R		Dead End	NA NA	N	A 06/03/200
000				To:	SR 155			
$\widehat{}$				From:	63-636			
667	0.32	60	R	To:	D 15.1	NA NA	N/	A 05/06/200
				From:	Dead End SR 273	1		
668)	0.04	10	R		SR 275	NA NA	N	A 05/06/200
				To:	Dead End]		
\bigcirc				From:	SR 30			
669	0.32	140	R	To:	Dead End	NA T	N/	A 05/06/200
				From:	Dead End	1		
670	0.51	520	R	<u> </u>	Dead End	J NA	N	A 05/08/200
				To:	63-611			
				From:	Dead End	J		
671)	0.36	30	R	To:	63-603; 63-620	NA T	N/	A 05/06/200
				From:	Dead End	1		
672	0.90	50	R	<u>L</u>	Dead End	NA NA	N	A 05/06/200
				To:	63-620			
\bigcirc			_	From:	63-600	J		
673	0.40	90	R	To:	Dead End	NA T	N/	A 05/06/200
				From:	Dead End	1		
674)	0.51	10	R	<u> </u>	Dead End	NA NA	N	A 05/08/200
				To	SR 249	1		
\bigcirc			_	From:	63-1230	J		
675	0.32	240	R	To:	63-613	NA T	N/	A 05/08/200
				From:	63-612	<u> </u>		
676)	1.12	90	R	<u> </u>	03-012	NA NA	N	A 06/12/200
				To:	FR-118	1		
\bigcirc				From:	63-618			
677)	0.56	20	R	To:	Dood F J	NA T	N/	A 06/03/200
					Dead End	1		

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	K QC Factor	QK Dir Factor	AAWDT (QW Year
New Kent County				From:		. 4010.			
678	1.45	40	R	rion.	Dead End	NA		NA	05/20/2002
				To: From:	63-627				
678	0.50	40	R			NA		NA	05/20/2002
				To:	SR 249				
(270)	0.90	30	R	From:	63-609 NORTH	NA NA		NA	06/03/2002
679)	0.50	30		To	63-609 SOUTH]		IVA	00/03/200/
				From:	63-612 SOUTH				
680	0.12	20	R	_		NA		NA	06/12/2002
				To:	63-612 NORTH				•
	0.15	49	R	From:	Cul-de-Sac	NA NA		NA	05/08/200
681)	0.13	73	IX.	To	63-675]		INA	03/00/200/
				From:	63-612				
686	0.18	1900	R			NA		NA	06/12/2002
				To:	Dead End				
	0.10	10	R	From:	63-606	NA		NA	05/08/2002
690	0.10	10	K	To:	Dead End]		INA	05/06/2002
				From:	63-612				
691)	0.27	10	R			NA		NA	07/17/2002
				To:	63-608				
\bigcirc			_	From:	Cul-de-Sac				0=1001000
695)	0.49	90	R	To	63-600	NA I		NA	05/06/2002
				From:	SR 155	l .			
700	0.13	220	R		SK 133	NA		NA	06/12/2002
				To: From:	63-701	1			
700	0.15	90	R	From:		NA		NA	06/12/2002
				To	Dead End				
				From:	Cul-de-Sac				00/10/000
701)	0.27	80	R	To:	63-700	NA I		NA	06/12/2002
				From:	SR 30				
(705)	0.34	270	R		Sico	NA		NA	05/06/2002
				To:	James City County Line				
\bigcirc				From:	63-627 SOUTH				
(1001)	0.07	70	R			NA		NA	05/20/2002
	0.10	00	Р	From:	63-1006	NA NA		NA	1000
(1001)	0.10	90	R	_		NA 1		INA	1999
	0.12	90	R	From:	63-1005	NA		NA	1999
(1001)	0.12	30		т.,	62 1004	1 1		IVA	1000
(1001)	0.11	210	R	From:	63-1004	NA		NA	1999
				To	63-1003	<u> </u>		<u> </u>	
(1001)	0.45	140	R	From:	03-1003	NA		NA	1999
				То:	63-627 NORTH				
$\overline{}$				From:	63-627				
1002	0.87	760	R	To:	110.70	NA I		NA	1999
				To: From:	US 60	<u> </u>			
(1003)	0.11	80	R	FIORE.	63-1001	NA NA		NA	1999
(1003)	0.11			To:	63-627	1		1471	1000

					New Kent Maintenance A	ilea				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Tra	ail 2Trail	- QC K Factor	QK Dir Factor	AAWDT	QW Year
New Kent County				From:	(2.1001	1				
(1004)	0.20	30	R		63-1001		NA		NA	1999
				To:	63-627					
				From:	63-1001					
1005	0.31	50	R	To:	(2, (27,		NA		NA	1999
				From:	63-627					
(1006)	0.37	80	R	110111	63-1001		NA		NA	1999
1000				To:	63-627					
				From:	63-1013					
1009	0.12	40	R		2112		NA		NA	05/20/200
				10:	Cul-de-Sac					
	0.10	46	R	From:	Cul-de-Sac		NA		NA	05/20/200
1010	0.10	40	IX.	To:	62.1010		IN/S		INA	03/20/200
(1010)	0.45	210	R	From:	63-1018		NA		NA	05/20/200
(1010)	00			To:	63-1017					
1010	0.20	360	R	From:	03-1017		NA		NA	1999
(10.10)				To	63-1013					
1010	0.28	590	R	From:	03-1013		NA		NA	1999
				To	63-1012					
1010	0.18	610	R	From:			NA		NA	1999
				To:	63-1011					
1010	1.08	810	R				NA		NA	1999
$\overline{}$				To:	63-627					
\bigcirc	2.22		_	From:	Cul-de-Sac					4000
1011)	0.03	20	R	To:	63-1010	1	NA		NA	1999
				From:	Cul-de-Sac					
(1012)	0.07	30	R		Cui-uc-sac		NA		NA	1999
				To:	63-1010					
				From:	63-1014					
1013	0.71	320	R	To:	(2.1010		NA		NA	05/20/200
				From:	63-1010					
(1014)	0.36	70	R	r toni.	Cul-de-Sac		NA		NA	1999
(1014)				To:	63-1017					
(1014)	0.34	120	R	From:	03-1017		NA		NA	1999
				To:	Cul-de-Sac					
				From:	63-1010					
1015)	0.33	90	R	To:	(2.1016		NA		NA	05/20/200
				From:	63-1016					
(1016)	0.03	30	R	FIOIII.	Cul-de-Sac		NA		NA	05/20/200
1016	0.00			To	62 1015		10.0		147.	00/20/200
(1016)	0.04	30	R	From:	63-1015		NA		NA	05/20/200
				To:	0.04 MN 63-1013				-	
				From:	63-1014					
(1017)	0.17	130	R				NA		NA	05/20/200
				To: From:	63-1018					
1017	0.19	240	R	To	ZA 1010		NA		NA	05/20/200
				From:	63-1010	<u> </u>				
1018)	0.14	45	R	riom:	63-1010		NA		NA	05/20/200
1010	J. 14	70		To:	63-1019		11/3		11/1	00,20,200
				To:	63-1019]				

Route	Length	AADT	QA	4Tire	New Kent Maintenance Area Truck Bus 20 Add 21 Area 1 Trail 2 Trail	- QC _ K	QK	AAWDT (QW Year
New Kent County	0			=	2Axle 3+Axle 1Trail 2Trail	Factor	Factor		
	0.15	80	R	From:	63-1019	NA		NA	05/20/2002
(1018)	0.10	- 00		To:	63-1017	1973		IVA	03/20/2002
				From:	63-1018				
1019	0.12	47	R			NA		NA	05/20/2002
				To: From:	Cul-de-Sac				
1020	0.26	120	R	FIOIII.	63-621	NA		NA	05/20/2002
(1020)	0.20			To:	Cul-de-Sac	10.1			00/20/2001
				From:	63-1014				
1024	0.04	80	R	To:	Cal J. Ca.	NA		NA	05/20/2002
				From:	Cul-de-Sac				
1030	0.49	150	R		Cul-de-Sac	NA		NA	1999
1000)				To:	63-627				
				From:	63-00638(B)/				
1040	0.94	NA		To:		NA		NA	
				From:	Cul-de-Sac/				
(1041)	0.15	NA			Cul-de-Sac/	NA		NA	
(1041)				Tn·	63-01040(B)/				
				From:	Cul-de-Sac/				
(1042)	0.19	NA			60 040 f0 m) /	NA		NA	
				To:	63-01040(B)/				
(1050)	0.30	420	R	F10111	Cul-de-Sac	NA		NA	05/13/2002
(1030)	0.00			To	63-612				00/10/2002
				From:	63-1050 WEST				
(1051)	0.35	80	R	т		NA		NA	05/13/2002
				To: From:	63-1050 EAST				
1070	0.35	60	R	rioin.	63-612	NA		NA	06/12/2002
(1070)				To:	Cul-de-Sac				
				From:	US 60				
(1101)	0.10	60	R	To	D 15.1	NA		NA	1999
				To: From:	Dead End				
(1102)	0.20	110	R	rioin.	63-628	NA		NA	1999
1102				To:	Dead End				
				From:	Dead End				
(1103)	0.13	80	R	To:	(2.650	NA		NA	1999
				From:	63-650				
(1104)	0.44	70	R	110	63-647	NA		NA	05/20/2002
				To:	Dead End				
				From:	63-613				
(1150)	0.31	190	R			NA		NA	05/08/2002
				To: From:	Cul-de-Sac				
(1151)	0.07	70	R		63-1152	NA		NA	05/08/2002
				To:	63-1150	101			25.00,2002
				From:	Cul-de-Sac			·	
(1152)	0.10	90	R			NA		NA	05/08/2002
				To:	63-1151				
(1201)	0.06	60	R	From:	Dead End	NA		NA	1999
1201)	0.00	00	11	To:	63-1211	INA		INC	1333

					1101	The trial trial the factor of the a					
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail	2Trail	QC K	QK Dir Factor	AAWDT QW	Year
New Kent County				From:		63-1211	ī				
(1201)	0.22	380	R			03-1211		NA		NA	1999
				To: From:		63-1203					
(1201)	0.06	690	R					NA		NA	1999
(1201)	0.22	970	R	From:		63-1202		NA		NA	1999
(1201)				To:		US 60					
\bigcirc	2.42			From:		63-1201					1000
1202	0.12	240	R			(2.120)		NA		NA	1999
(1202)	0.03	220	R	From:		63-1204		NA		NA	1999
				To:		63-1207	1				
(1202)	0.30	180	R	From:				NA		NA	1999
				From:		63-1203	-				
1202	0.16	90	R	To:		Dead End	1	NA		NA	1999
				From:		63-1201					
(1203)	0.23	550	R	<u> </u>		03 1201	-	NA		NA	1999
				From:		63-1205	}				
1203	0.11	370	R					NA		NA	1999
	0.07	60	R	From:		63-1206		NA		NA	1999
0.07	0.07	00	K	To:		63-1202		INA		IVA	1999
				From:		63-1202					
1204	0.07	40	R	To:		Cul-de-Sac	1	NA		NA	1999
				From:		Cul-de-Sac	<u>.</u>				
(1205)	0.08	30	R			Cui de Sue		NA		NA	1999
				To:		63-1203					
(1206)	0.04	7	R	From:		Cul-de-Sac		NA		NA	1999
(1206)				To:		63-1203					
\bigcirc	2.42	00		From:		Dead End		NIA		NIA.	1000
1207	0.10	80	R	To:		63-1202		NA		NA	1999
				From:		US 60					
(1208)	0.17	1400	R					NA		NA	1999
	0.40	070	_	From:		63-1209 SOUTH	ŀ	NIA.		NIA.	4000
1208)	0.16	270	R	т		(2.4200.) (2.00.)		NA		NA	1999
(1208)	0.24	650	R	From:		63-1209 NORTH		NA		NA	1999
				To: From:		63-1245 WEST					
1208	0.06	630	R	riom:				NA		NA	05/08/2002
				To: From:		63-1245 EAST					
1208	0.04	600	R	_				NA		NA	05/08/2002
(1208)		590	R	From:		63-1246		NA NA		NA (05/08/2002
(1200)	5.01		.,	To:		63-665		. 17.1			33.00.2002
$\overline{}$				From:	-	63-1208 SOUTH					
1209	0.05	190	R					NA		NA	1999
4999	0.33	150	R	From:		63-1212 WEST		NA		NA	1999
(1209)		130		To		63-1212 EAST		INA		INA	
	•					-		-			

					New Kent Maintenance Area										
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC OK		Year							
New Kent County				From:			-								
1209	0.38	190	R	From:	63-1212 EAST	l NA	NA	1999							
1203)				To	63-1208 NORTH										
1209	0.16	250	R	From:		NA	NA	1999							
				To: From:	63-1211										
1209	0.06	150	R			NA	NA	1999							
				From:	63-1210 EAST			1000							
1209	0.09	90	R			NA	NA	1999							
	0.05	30	R	From:	63-1210 WEST	NA	NA	1999							
1209	0.03	30	IX.	To:	Dead End	INA	IVA	1999							
				From:	63-1209										
1210	0.20	40	R			NA	NA	1999							
				To:	63-1209										
	0.13	190	R	From:	63-1201	NA NA	NA	1999							
1211)	0.13	.50	-1\	To	63-1209	14/ \	1 1/1	1000							
				From:	63-1209										
1212	0.32	180	R	_{T.}		NA I	NA	1999							
				To:	63-1209										
1213	0.14	510	R	Fiam	US 60	l NA	NA	1999							
1213)				To:	63-1218										
1213)	0.08	410	R	From:	05-1210	NA NA	NA	1999							
											To	63-1217			
1213	0.09	320	320	320	320	320	320	320	320	R			NA	NA	1999
				To: From:	63-1216										
1213	0.14	230	R			NA	NA	1999							
		E0.		From:	63-1215			1000							
1213	0.14	50	R	To:	63-1214	NA I	NA	1999							
				From:	Cul-de-Sac										
1214)	0.03	20	R	<u> </u>	cur de sue	NA	NA	1999							
				To: From:	63-1215										
1214)	0.10	30	R			NA	NA	1999							
				To:	63-1213										
	0.14	90	R	From:	63-1213	NA NA	NA	1999							
1215	0.14	30		To:	63-1214	IN/A	IVA	1000							
				From:	Cul-de-Sac										
1216	0.07	49	R			NA	NA	1999							
				To:	63-1213										
1217	0.05	60	R	From:	Cul-de-Sac	NA	NA	1999							
1217)	0.00			To	63-1213		1 10 1	.000							
				From:	Cul-de-Sac										
1218	0.05	60	R			NA	NA	1999							
				To:	63-1213										
1220	0.25	230	R	From:	63-1223	NA	NA	1999							
1220	0.23	200		To	62 1222	<u> </u>	ING.	1998							
1220	0.12	480	R	From:	63-1222	NA	NA	1999							
				To:	63-1221										

					New Kent Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QK Dir QC Factor Factor	AAWDT QW	Year		
New Kent County				From:	(2.1221					
1220	0.08	660	R		63-1221	NA NA	NA	1999		
				To:	SR 249					
				From:	63-1223					
(1221)	0.23	130	R			NA	NA	05/08/2002		
	0.04	400		From:	0.23 MN 63-1223	NIA.		4000		
(1221)	0.04	190	R			NA	NA	1999		
	0.21	170	R	From:	63-1222	NA	NA	1999		
(1221)	0.21	170	K	To:	63-1220	INA	INA	1999		
				From:	63-1221					
(1222)	0.08	120	R			NA	NA	1999		
				To:	63-1220					
\bigcirc				From:	Dead End					
1223	0.04	20	R			NA	NA	05/08/2002		
\bigcirc				From:	63-1221			0=1001000		
(1223)	0.07	49	R			NA	NA	05/08/2002		
1223				From:	63-1220			0=1001000		
(1223)	0.07	70	R			NA	NA	05/08/2002		
	2.22			From:	63-1224			05/00/000		
(1223)	0.03	9	R	To:	Dead End	NA I	NA	05/08/2002		
				From:	63-1223					
0.05	0.05	30	R		03-1223	NA NA	NA	05/08/2002		
				To:	Cul-de-Sac					
				From:	Cul-de-Sac					
1230	0.16	40	40	40	R			NA	NA	05/08/2002
					To: From:	63-675				
1230	0.28	90	R	_ —		NA	NA	05/08/2002		
					To:	63-613				
	0.30	NA		From:	US-00060(B)/	NA NA	NA			
1232	0.50	IVA		To:	Dead End/	INA	INA			
				From:	Cul-de-Sac/					
(1233)	0.08	NA				NA	NA			
				To:	63-01232(B)/					
\bigcirc				From:	63-01232(B)/					
1234	0.12	NA		To:	Cul-de-Sac/	NA I	NA			
				From:	Cul-de-Sac/					
(1235)	0.04	NA			Cui-de-Sac/	NA NA	NA			
1200				To	63-01232(B)/					
				From:	63-01232(B)/					
1236	0.17	NA				NA	NA			
				To:	Dead End/					
	0.16	NA		From:	63-01236(B)/	NA	NA			
(1237)	0.10	INA		To:	Cul-de-Sac/	NA I	INA			
				From:	66-1208					
(1240)	0.07	650	R			NA	NA	05/08/2002		
				To:	63-1241					
1240	0.09	620	R	From:		NA	NA	05/08/2002		
				To	63-1242 SOUTH					
(1240)	0.05	430	R	From:		NA	NA	05/08/2002		
			_	To:	63-1242 NORTH					

					New Kent Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail	2Trail	QC K	QK Dir Factor	AAWDT C	W Year	
New Kent County				From:	63-1242 NORTH	ī					
1240	0.45	260	R	<u> </u>	03-1242 NORTH		NA		NA	05/08/200	
				To:	63-1244 EAST						
\bigcirc	0.00			From:	63-1240		NIA		NIA	05/00/000	
1241)	0.06	30	R	To:	Cul-de-Sac	i	NA		NA	05/08/200	
				From:	63-1240 SOUTH						
1242	0.11	180	R	<u> </u>	03 1210 500 111		NA		NA	05/08/200	
				To: From:	63-1243	-					
1242	0.44	170	R				NA		NA	05/08/200	
				To:	63-1240 NORTH						
	0.07	60	R	From:	63-1242		NA		NA	05/08/200	
1243	0.07	00	IX.	To:	Cul-de-Sac		INA		INA	03/00/200	
				From:	63-1240 WEST	Î					
1244	0.18	50	R				NA		NA	05/08/200	
				To:	Cul-de-Sac						
	0.69	120	R	From:	63-1208 WEST		NA		NA	05/08/200	
1245	0.09	120	IX.	To:	63-1208 EAST	1	INA		INA	03/00/200	
				From:	Cul-de-Sac						
1246	0.18	80	R				NA		NA	05/08/200	
				To:	63-1208						
	0.09	220	ь.	From:	63-609		NΙΔ		NIA	1000	
1301)		230	R	To:	63-1302		NA		NA	1999	
				From:	Dead End						
1302	0.29	100	R	<u></u>			NA		NA	1999	
				To: From:	63-1301						
1302	0.19	110	R				NA		NA	1999	
				Tn·	Dead End						
	0.25	80	R	From:	63-1310		NA		NA	1999	
1305	0.23	00		To:	(2.1200		IVA		14/3	1000	
(1305)	0.13	190	R	From:	63-1308		NA		NA	1999	
1303				To	63-1307	<u> </u>					
(1305)	0.10	390	R	From:	05-1507	· ·	NA		NA	1999	
<u> </u>				To:	63-612						
	0.10	000	_	From:	63-612				A I A	4000	
1306	0.10	230	R				NA		NA	1999	
	0.19	280	R	From:	63-1307		NA		NA	1999	
1306)	0.19	200	K		(2.120)		INA		INA	1999	
1306	0.23	140	R	From:	63-1309		NA		NA	05/13/200	
1550	3.20			To:	Cul-de-Sac					250.200	
				From:	Dead End						
1307	0.05	10	R			_	NA		NA	1999	
			_	To: From:	63-1305	}					
1307	0.12	60	R	_			NA		NA	1999	
	0.40	070		From:	63-1310		A 1 A		NIA.	4000	
(1307)	0.19	270	R				NA		NA	1999	
	0.06	30	R	From:	63-1306	-	NA		NA	1999	
(1307)	0.00	30	I.	To:	Dead End		INA		INA	1555	
				-	2.27.20						

					New Kent Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	K QC Factor	QK Dir AAW Factor	/DT QW Year			
New Kent County				From:	63-1305						
(1308)	0.17	49	R		33 1300	NA	N.	A 1999			
				To-	63-1310						
				From:	63-1306						
(1309)	0.06	20	R			NA	N.	A 1999			
				To:	Dead End						
	0.09	160	R	From:	63-1307	NA NA	N	A 1999			
(1310)	0.09	100	K			INA	IN.	1 1999			
	0.21	100	R	From:	63-1308	NA	N.	A 1999			
1310	0.21	100	1	To:	63-1305]	140	1 1000			
				From:	63-612	<u> </u>					
1330	0.10	460	R			NA	N.	A 1999			
				To	63-1331	1					
(1330)	0.30	410	R	From:		NA	N.	A 1999			
				To:	Cul-de-Sac						
\sim				From:	Cul-de-Sac						
1331)	0.11	60	R			NA	N.	A 05/13/200			
				To: From:	63-1330	}		-			
(1331)	0.09	80	R			NA	N.	A 1999			
				To:	63-1335						
0.10	0.10	90	R	From:	Cul-de-Sac	J NA	N	A 05/12/200			
	80	ĸ	To-	63-1330	NA I	N.	A 05/13/200				
				From:	63-1330						
(1333)	0.05	40	R	<u>. </u>	03-1330	NA NA	N.	A 05/13/200			
(333)			To:	Cul-de-Sac							
			From:	Cul-de-Sac							
1334	0.15	110	R			NA	N.	A 05/13/200			
				To:	63-1330						
\bigcirc		40	40		From:	Cul-de-Sac					
1335)	0.06	40	40	40	40	R			NA	N.	A 05/13/200
			_	From:	63-1331	NIA.					
1335	0.20	70	R		N.	A 05/13/200					
				From:	63-1330						
1335	0.08	40	R	To:	Cul-de-Sac	NA I	N.	A 05/13/200			
				From:	63-1334	<u> </u>					
1336)	0.03	30	R	Troin.	05-1334	NA NA	N.	A 05/13/200			
(1330)	0.00	•	•••	To:	Cul-de-Sac	1		00/10/200			
				From:	Cul-de-Sac						
1340	0.46	90	R			NA	N	A 1993			
				To:	63-638						
\bigcirc				From:	Hanover County Line						
(1392)	0.23	70	R	т	911.9	NA	N.	A 06/27/200			
				To:	Cul-de-Sac						
	0.27	120	R	From:	63-621 SOUTH	NA NA	N	A 05/06/200			
1400	0.27	120	ĸ	To-	63-621 NORTH	INA]	N	n U5/U6/200			
				From:	SR 249						
9278	0.10	210	R		SR 249	NA NA	N.	A 1991			
3270				To:	0 10 MC CD 240						
(0279)	0.01	220	R	From:	0.10 MS SR 249	NA	N.	A 1995			
9278	0.01	220	.,	To-	0.11 MS SR 249]	IN.	. 1995			
						1					

Route	Length	AADT	QA	4Tire	Bus	Truck2Axle 3+Axle 1Trail 2Tr	()(K Factor	QK Dir Factor	AAWDT QW	Year
New Kent County				From:		0.11 MS SR 249	-				
(9278)	0.03	210	R			0.11 WB SR 249		NA		NA	1995
				To-		63-630					
				From:		SR 249					
9279)	0.05	330	R					NA		NA	1985
<u> </u>				To: From:		0.05 MS SR 249					
(9279)	0.09	320	R	. —				NA		NA	1989
				To:		SR 249					
\circ				From:		63-605					
(9288)	0.09	280	R					NA		NA	1986
				To:		SR 249					
				From:		63-605 WEST					
(9289)	0.22	NA				<u> </u>		NA		NA	
				To:		63-605 EAST					